

Camden Rockport Bicycle and Pedestrian Pathways Committee  
Rockport Town Office, Minutes  
April 1, 2015  
7:05 pm

Present: Geoff Scott (minutes), Richard Stetson, Mac Thomas, Robert Davis, Lynda Clancy, Anita Brosius-Scott, Owen Casas, Wyatt McConnell, Helen Shaw  
Rockport Liaison – Ken McKinley  
Guest – Jamie Francomano, Planner Community Development Director, Rockport  
Guest – Julie Isbill - Rivers, Trails & Conservation Assistance, Natl Park Serv  
Guest – Patrick Adams - Bicycle and Pedestrian Program Coordinator, MDOT

- March minutes – approved as written
- Julie Isbill – part of Rivers Trails and Conservation sponsored by the National Park Service helps all over Maine with projects like the Riverwalk. She will be our coach. She's been doing similar projects in Maine for 20 years. Colleague is Burnham Martin.
- Patrick Adams – new Ped and Bike Mgr, predecessor was Dan Stewart, he started Dec 1. Patrick comes with several years of state experience. He was with community aging services focusing on disabled and senior adults. Most of his focus was on dietary – like Meals on Wheels. Also Medicare access. Also 10 years with Red cross – disaster relief. Undergrad work in forest management and recreation. Resource for communities that want to make their community more livable thru walking or biking. His role is to work with communities, manage expectations, what can be done, timelines, get thoughts organized and create realistic plans. He's also a funding source. There's very limited money in MDOT and it's a highly competitive process. He can be and advocate for us within MDOT so needs of the community can be brought forth. Example, when new roads are built they have adequate shoulders. Work with groups like us and advocates.
- Julie: the hardest thing about making trails is private land ownership. Owner must agree. Start with public land, demonstrate what the Riverwalk is and isn't. One by one start asking the landowners. Sometimes they warm up, sometimes not. The best tool is if you approach with someone who knows the landowner. Put yourself in their position and what their reservations might be. The more community support the better. When factions develop it's a lot bigger and harder to negotiate. Strategically, do the easier parts first. There may be temporary times when you go out on the street until land owner changes.
- Riverwalk Master Plan – Action Wyatt will take a pass. Add here my notes from Parks and Rec?
- RTP Grant – Seabright Park – process. Landon Fake, like with the Tannery will be

the project manager. He will manage the money, (reimbursable grant), Public Works may be able to do some of the heavy lifting for excavating and moving the gravel in. He'll look into getting an engineering drawing completed, looking at grades at the dam end. Also looking at land property with CMLT – easement needed if on their land? Coordinate MCC for Oct, mostly the finish work.

- Patrick - Federal Hwy money – comes from gas tax and other taxes. Politics have changed the funding. Used to have more funds available from more program processes at the Federal Level. RTP, Scenic Byways (gone), etc. many are gone and consolidated the programs but not the money. Went from \$4.4M down to \$3.3M so when consolidated also reduced the budget. Legislatively reduced. Patrick suggests lobbying Angus King, Susan Collins, Chellie Pingree. Gas tax rate hasn't changed in 25 years and higher mileage vehicles. Walkable communities Sec of DOT is advocate. A bridge has greater economic and social scale. How to balance that competing need. 31% of ME bridges need repair.
- People for Bikes – Mac will place a statement that summarizes why we couldn't get statements from our reps. Maine Sport has come through with a letter of a support from a business in the bike industry. Local business – Once a Tree – nice letter, but not on letterhead. Go with Once a Tree. Mac will approach again.
- People for Bikes Grant – regarding reaching out to Senator and Reps for support – because grantor is not a US Govt agency, it's a private entity, they couldn't write the letter.
- Patrick – left us a case of Explore Maine by Bike maps - 33 bike trips in Maine guide and maps. Also brought posters of being safe while walking. US bike routes and attempt to create long range bike routes. There is also a US Bike Rte 1 which doesn't overlap Route 1. In Maine the entire route is on roadways. Take more back ways. Also US Bike Route 1A. Also signing. Also available online. In some cases route is on roadways with shoulders, sometimes not. Where lower traffic volume, don't need shoulders. About a 6-year project. An advocated project sanctioned by DOT.
- What is position on East Coast Greenway? Non competing, sister projects. East Coast Greenway often overlaps. US Bike Routes are on road.
- Patrick - State prioritizes roads to be rehabilitated. They can build, rehab, or light surface. Mill and fill, doesn't do it either. Neither does light surface. Roads are designed for a certain width, can't just add width. So really need rehab. Roadways are prioritized on corridors (most used) and traffic. From a high of “1” to a low of “6” and they're classified by level of service based on number of vehicles use it – how much traffic – how much truck versus vehicle. Then how smooth/condition of pavement get factored in for rehabilitation. Is it an algorithm? Patrick didn't know. No doubt there is some human factor. “Level of service” relates only to vehicles. What is the awareness of alternate modality and

to take consideration of other modalities. MDOT has adopted “complete streets” model.

What can we do? When public there are MDOT hearings soliciting public input regarding the changes, show up, that is when you advocate for bikes and pedestrian.

Preliminary design, identify the challenges, put some engineering plans. What kind of support if we’re doing all the work? Vast majority of plans reviewed, the ROW is the biggest barrier. DOT doesn’t want to take land. MDOT does not contribute in-kind engineering.

- Patrick - Regarding pedestrian crossing at Rte 90 - Must have a safe landing zone on each side – about at least as wide as the crosswalk. About 5 x 8’. Go for pedestrian crossing first with landings. It’s on the list for a new signal. If they are looking at. Action Geoff to email Patrick Rt1/90 signal who is the project manager for input on how to add ped crossing. Use the number off the construction 022687.00
- Patrick - All funding is now through Transportation Alternatives is all funding. “TA” funding. This is the consolidated new funding agency.
- Patrick - Municipal Partnership Initiative – kind of a crap shoot when they choose a road. Towns that choose to can move up on the list can be more likely and moved up if they are willing to pay more of the cost, more than 20%. Have to go in at 50% or higher. If you want it wider or rehabbed, and you can’t wait, if town is willing to pay more, it will move up. Could use private grants or possibly TIF funds.
- Patrick - When a community is willing to pay and a private engineer is doing the work, is that okay? How does MDOT react without their engineers being involved? Answer – depends on how the engineers were hired, whether proper process was followed.
- Patrick - Best thing we can do is set priorities. When looking at sidewalk segments make sure you have a logical start/end point – connect destinations. Identify what will produce the ridership or walkership – what is there that people want to go to – destinations. How does this fit into the bigger plan.

Example – bridge with or without a sidewalk. Community has to make commitment to tie into it. Timeline 5 to 10 years, but a plan has to be there.

- Patrick - Tunnel under Route 90 – issue of cleaning out the snow, ice, drainage. Overpass is preferred for maintenance. Intersections need a certain number of turning events over 24 hours. So not likely at CHRHS. A roundabout way would

be to deal with traffic coming in/out at the school. Talk to engineer first on what they would need, what works for them.

David Allen could be the regional traffic engineer for us.

Agenda Items tabled to next meeting

Adjourned 9:10

Next meeting 5/6/15 - Camden

DRAFT